

**MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
REGIONAL COUNCIL MEETING**

April 28, 2010  
MAG Office, Saguaro Room  
Phoenix, Arizona

**MEMBERS ATTENDING**

Councilwoman Peggy Neely, Phoenix, Chair  
# Mayor Thomas Schoaf, Litchfield Park,  
Vice Chair  
# Councilwoman Robin Barker, Apache Junction  
\* Mayor Marie Lopez Rogers, Avondale  
\* Mayor Jackie Meck, Buckeye  
\* Mayor David Schwan, Carefree  
Councilman Dick Esser, Cave Creek  
Mayor Boyd Dunn, Chandler  
Mayor Michele Kern, El Mirage  
\* President Clinton Pattea, Fort McDowell  
Yavapai Nation  
\* Mayor Jay Schlum, Fountain Hills  
\* Mayor Ron Henry, Gila Bend  
\* Governor William Rhodes, Gila River Indian  
Community  
Mayor John Lewis, Gilbert  
\* Mayor Elaine Scruggs, Glendale  
Mayor James M. Cavanaugh, Goodyear

Mayor Yolanda Solarez, Guadalupe  
\* Supervisor Mary Rose Wilcox, Maricopa Co.  
# Mayor Scott Smith, Mesa  
\* Mayor Vernon Parker, Paradise Valley  
# Mayor Bob Barrett, Peoria  
# Mayor Arthur Sanders, Queen Creek  
\* President Diane Enos, Salt River  
Pima-Maricopa Indian Community  
# Mayor Jim Lane, Scottsdale  
Councilwoman Sharon Wolcott, Surprise  
Mayor Hugh Hallman, Tempe  
\* Mayor Adolfo Gamez, Tolleson  
# Mayor Kelly Blunt, Wickenburg  
\* Mayor Michael LeVault, Youngtown  
Felipe Zubia, State Transportation Board  
Victor Flores, State Transportation Board  
Roc Arnett, Citizens Transportation Oversight  
Committee

\* Those members neither present nor represented by proxy.

# Attended by telephone conference call.

+ Attended by videoconference call.

1. Call to Order

The meeting of the MAG Regional Council was called to order by Chair Peggy Neely at 5:02 p.m.

2. Pledge of Allegiance

Mayor Dunn led the Pledge of Allegiance.

Chair Neely noted those participating by telephone: Councilwoman Robin Barker, Mayor Art Sanders, Mayor Kelly Blunt, Mayor Jim Lane, Mayor Bob Barrett, Vice Chair Tom Schoaf, and Mayor Scott Smith.

Chair Neely announced that the Transportation Policy Committee recommended approval of agenda items #5B, #5E, and #5F on April 21, 2010. She noted the following items were at each place: For agenda item #5B, a revised project listing to reflect two minor changes made to pages three and seven; for agenda item #5J, a revised conformity consultation to reflect the changes made to the project listing in agenda item #5B; for agenda item #6B, a revised listing of projects to reflect changes that were received since the agenda packet was mailed; for agenda item #6C, updated Appendix A, Appendix C and Figure 8-4 in the Regional Transportation Plan; for agenda item #10, a memorandum announcing the appointments to the Nominating Committee; and for agenda item #12, a chart showing the status of legislation of interest to the MAG region and proposed Transportation Reauthorization Principles for major metro areas.

Chair Neely requested that members of the public who would like to comment fill out a blue public comment card for the Call to the Audience agenda item or a yellow public comment card for Consent Agenda items, or items on the agenda for action. Parking garage validation and transit tickets for those who used transit to attend the meeting were available.

### 3. Call to the Audience

Chair Neely noted that public comment cards were available to members of the audience who wish to speak on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens are requested to not exceed a three minute time period for their comments. A total of 15 minutes is provided for the Call to the Audience agenda item, unless the Regional Council requests an exception to this limit. Those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.

Chair Neely recognized public comment from Dianne Barker, who noted that she attended the Phoenix City Council meeting and there was no quorum, so she was glad that MAG Regional Council had a quorum. She reported that the City is having innovation and efficiency hearings to look at ways of doing things. Ms. Barker commented that she read MAG's Input Opportunity Report and staff provided responses to the public's questions but there was no innovation in the responses – just direction to go see Valley Metro. She stated that people come to MAG for answers. Ms. Barker commented on how ending Local Transportation Assistance Funding will impede the entire system and other solutions are needed. She recommended that a committee for innovation and efficiency be formed to handle MAG resources. Ms. Barker commented on ideas for transit brought up by Marcus Smith and Greta Rogers at the public hearing that could provide incentives and reduce costs. She remarked that for those who have not read it, the Public Input Opportunity is very good. Ms. Barker noted that comments include opinions that the South Mountain Freeway is not needed if there is the bypass. Chair Neely thanked Ms. Barker for her comments.

### 4. Executive Director's Report

Dennis Smith, MAG Executive Director, reported on items of interest in the MAG region. He briefed the Regional Council on the Sun Corridor Joint Planning Advisory Council (JPAC) meeting that was held on April 20, 2010, at Wild Horse Pass. Mr. Smith stated that attendees from MAG, Central Arizona Association of Governments (CAAG), the Pima Association of Governments (PAG),

CANAMEX, the Arizona Mexico Commission, the Arizona Department of Transportation (ADOT) and Arizona State University heard a report on the AECOM Global Cities Program, which is providing \$300,000 toward a study on the Sun Corridor to identify economic engines. He said that the report is expected to be done the end of June. Mr. Smith noted that the idea is to determine the economic strategy before investing in transportation infrastructure. He noted that the three county area represents 85 percent of Arizona's population.

Mr. Smith then reported on the Western High Speed Rail Alliance. He stated that the Federal Railroad Administration is seeking applications for \$115 million in planning and construction grants for high-speed rail, and includes \$50 million in planning grants. Mr. Smith stated that applications and proposals are due to Federal Railroad Administration by May 19, 2010, with selection announcements made during summer 2010. Mr. Smith advised that the Nevada Department of Transportation agreed to submit the grant in the multi state category on behalf of the Western High Speed Rail Alliance.

Chair Neely asked Mr. Smith the organizations that participate in the Alliance. Mr. Smith replied that the members besides MAG are the Denver Regional Council of Governments, Regional Transportation Commission of Southern Nevada, Regional Transportation Commission of Washoe County (Reno), and the Utah Transit Authority (Salt Lake City). He added that the Alliance is also in communications with Albuquerque and another element being considered by ADOT is the rail line from Tucson to Phoenix. Mr. Smith stated that through this effort, MAG hopes to connect Phoenix to Los Angeles with high speed rail. He said that the goal is to get the high speed rail routes of Alliance jurisdictions on the map. Mr. Smith indicated that ADOT is interested in a rail component for Arizona, and the Alliance is being expanded to include departments of transportation and consultants. He added that they are trying to build the Alliance as large as they are able.

Councilmember Wolcott expressed that she was excited about the approach. She said that the Midwest Interstate Passenger Rail Commission and the High Speed Rail Commission for the Intermountain West have begun discussions regarding full connectivity, which is the eventual goal.

Mr. Smith stated that there have been discussions with individuals in Kansas regarding joining the Western High Speed Rail Alliance. He said that Tom Skancke, the Administrator of the Alliance, said that the goal should not be a lot of individual routes, but should be a system. Mr. Smith stated that if this region can get a route to Denver and to Kansas City, it will then be the Midwest network and envisioning traversing the United States in a bullet train becomes more straightforward.

Mr. Smith stated that Mexico is proposing a new deep water port at Punta Colonet, which will be the first major port constructed on the West Coast of North America in the past several decades. He said that this may represent an unprecedented opportunity for Arizona to create a platform to take advantage of, and profit from, global Asian trade flows. Mr. Smith reported that Mexico's National infrastructure Program from 2007-2012 identifies the Punta Colonet port and the rail connection to the United States as Mexico's number one infrastructure priority. He advised that the estimated range of total investment is \$5 billion. Mr. Smith stated that last week, Chair Neely and staff met with Dr. Arturo de las Fuentes, consultant for Mexico's Secretariat of Communications and Transport, who is working with the United States on identifying the border crossing of the rail line in Arizona. He added that they do not want to grant a monopoly to one railroad company and they are looking for a location that has Union Pacific and

BNSF rail lines. Mr. Smith explained that the San Luis crossing may provide opportunities for an inland port and reactivation of the Wellton branch of the Union Pacific line, which, if it becomes active, could provide freight opportunities and potential renewal of Amtrak service from Phoenix to Los Angeles. He noted that the potential for a crossing at San Luis and added that state law now allows public private partnerships. Mr. Smith stated that they look forward to the AECOM study being done this summer.

Mr. Arnett referenced the map onscreen asked if there was an existing rail track from Phoenix to Yuma to Los Angeles without going to San Diego. Mr. Smith replied he believed that was the Union Pacific track. He explained that they were interested in the dark blue line from Punta Colonet to Yuma to the Valley and then the dashed line represents the new Interstate 11 to Las Vegas and points north.

Mr. Arnett stated that it appeared the green line was the Amtrak line.

Mayor Hallman commented that the green line is the existing track through Maricopa.

Mr. Smith stated that the line goes through Maricopa because there is no service going west from Phoenix. He stated that if you go to the Amtrak website, you have to go to the 35th largest city before you find one that does not have Amtrak service.

Chair Neely extended her compliments to staff for putting together the JPAC meeting, which she felt was very beneficial. She noted that Mayor Hallman, Councilmember Wolcott, Mayor Lane and Mayor Cavanaugh attended the meeting. Chair Neely expressed that she was excited about what she heard there and she hoped it would bring about many successes. Chair Neely stated that she felt that Punta Colonet could bring everyone together and she hoped to continue moving forward on that effort.

## 5. Approval of Consent Agenda

Chair Neely noted that agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I, and #5J were on the Consent Agenda. She noted that no public comment cards had been received.

Chair Neely asked members if they had questions or requests to hear an item individually. No requests were noted.

Mayor Hallman moved to approve the Consent Agenda. Mayor Barrett seconded, and the motion passed unanimously.

## 5A. Approval of the March 31, 2010, Meeting Minutes

The MAG Regional Council, by consent, approved the March 31, 2010, meeting minutes.

## 5B. Project Changes - Amendments and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program and FY 2010 Arterial Life Cycle Program

The MAG Regional Council, by consent, approved amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, the FY 2010 Arterial Life Cycle Program, and as appropriate, to the Regional Transportation Plan - 2007 Update. The FY 2008-2012 Transportation

Improvement Program (TIP) and Regional Transportation Plan (RTP) 2007 Update were approved by the MAG Regional Council on July 25, 2007, and the FY 2010 Arterial Life Cycle Program (ALCP) was most recently modified on March 10, 2010. Since that time, there have been requests from member agencies to modify projects in the programs. To move forward with project implementation, a number of changes to the FY 2008-2012 TIP are being requested, affecting highway projects, bicycle/pedestrian projects, arterial street projects, and transit projects. The proposed project changes include amendments and administrative modifications to FY 2008-2012 TIP for highway projects (Table A), amendments and administrative modifications to FY 2008-2012 TIP and FY 2010 ALCP for arterial street projects (Table B), amendments and administrative modifications to FY 2008-2012 TIP for transit projects (Table C), and administrative modifications to the FY 2010 ALCP (Table D). The Transportation Review Committee recommended approval of the amendments and administrative modifications to the TIP and/or ALCP as presented in Tables A through D. Table E includes a listing of projects proposed for the reallocation of ARRA project bid savings. Table E was developed after the Transportation Review Committee action and is based on information received from MAG member agencies. The MAG Management Committee and the Transportation Policy Committee recommended approval of the amendments and administrative modifications to the TIP and/or ALCP as presented in Tables A through E.

5C. Arterial Life Cycle Program Status Report

A Status Report on the Arterial Life Cycle Program (ALCP) for the period between October 2009 and March 2010 addresses ALCP project work, the remaining Fiscal Year 2010 ALCP schedule, program deadlines, revenues, and finances.

5D. American Recovery and Reinvestment Act (ARRA) Status Report

A Status Report on the American Recovery and Reinvestment Act (ARRA) funds dedicated to transportation projects in the MAG region details the status of project development. The report covers highway, local, transit, and enhancement projects programmed with ARRA funds and the status of project development milestones per project.

5E. Programming of Bid Savings of Local MPO American Recovery and Reinvestment Act (ARRA) Funds - Technical Amendment

The MAG Regional Council, by consent, approved an amendment to the guidelines for programming unobligated ARRA Local funds as stated in the attached memorandum. Through the MAG committee process, discussions have been held regarding the anticipated bid savings on obligated Local Metropolitan Planning Organization American Recovery and Reinvestment Act (ARRA) funded projects due to lower project costs. On January 27, 2010, the MAG Regional Council approved the guidelines for programming unobligated ARRA Local funds. The guidelines allow local agencies with the ARRA project bid savings to have local discretion to move the project savings to another existing ARRA project in that jurisdiction; and/or swap the ARRA funds with ADOT -STP funds and move the project savings to an eligible project that is above \$200,000 and can obligate before September 30, 2010, including new projects. In addition, the guidelines stipulated that any jurisdiction that cannot meet the \$200,000 threshold and obligation deadline of September 30, 2010 would return the project savings to

the regional pool for reallocation. Since the approval of the guidelines, the Arizona Department of Transportation notified MAG that all Local ARRA funds must obligate by August 15, 2010. The MAG Transportation Review Committee, the MAG Management Committee, and the Transportation Policy Committee recommended approval of an amendment to the guidelines for programming unobligated ARRA Local funds.

5F. Transit Allocation Methodology for Proposed Federal Economic Stimulus Legislation - Potential Changes Due to Loss of Local Transportation Assistance Funds

The MAG Regional Council, by consent, approved that transit funds that are required to be under contract within ninety days be allocated toward operations (up to the maximum allowable), ADA operations and ADA preventive maintenance (10 percent), and preventive maintenance by applying the principles outlined by RPTA for project savings from ARRA I funds; and amend the FY 2008- 2012 MAG TIP as appropriate. The methodology by which to allocate any transit funds from a potential second round of stimulus funding has been on the agenda for information, discussion and action during MAG committee meetings. In February 2010, the Transit Committee and Transportation Review Committee recommended approval that any transit funds from a second stimulus bill that are required to be under contract within ninety days be allocated toward operations (up to the maximum allowable), ADA operations and ADA preventive maintenance (10 percent), and preventive maintenance by applying the principles outlined by RPTA for project savings from ARRA I funds; and amend the FY 2008- 2012 MAG TIP as appropriate. At the Management Committee meeting on March 10, 2010, it was recommended that given that Local Transportation Assistance Funds (LTAF) would no longer be available to member agencies, this agenda item should go back through the committee process for discussion of any changes, if necessary, to the recommendations in light of the loss of the LTAF. The MAG Transportation Review Committee, the MAG Management Committee, and the Transportation Policy Committee reaffirmed the use of ARRA II.

5G. Section 5310 Elderly Individuals and Individuals with Disabilities Transportation Program Priority Listing of Applicants

The MAG Regional Council, by consent, approved forwarding the priority listing of applicants for the Federal Transit Administration (FTA) Elderly Individuals and Individuals with Disabilities Transportation Program to the Arizona Department of Transportation. On March 31, 2010, the MAG FTA Elderly and Persons with Disabilities Transportation Program Ad Hoc Committee developed a priority listing for the applications received for FTA Section 5310 funding. The FTA provides these funds to the Arizona Department of Transportation (ADOT) for capital assistance to agencies and public bodies that provide transportation services for people who are elderly and for people who have a disability. This year, 17 applications were submitted for capital assistance awards. Twenty-nine van requests and two mobility manager requests were received and considered by the Committee. The MAG Management Committee recommended forwarding the priority listing of applicants to ADOT.

5H. Appointment of Councilmember Jack Sellers, City of Chandler, to Serve as One of the Seven Largest Cities/Towns Elected Officials on the Transportation Policy Committee

The MAG Regional Council, by consent, appointed Councilmember Jack Sellers, City of Chandler, as the one of the seven largest cities/towns elected officials on the Transportation Policy Committee. The composition of the Transportation Policy Committee (TPC), established by the Regional Council on April 24, 2002, includes elected officials from the seven largest cities/towns. In June 2008 the Regional Council appointed the list of TPC members. Mayor Boyd Dunn, the elected official representing the City of Chandler on the TPC, notified MAG that the City is requesting that Councilmember Jack Sellers represent Chandler on the TPC.

5I. Update to Federal Functional Classification System

The MAG Regional Council, by consent, approved the proposed updates to the federal functional classification system. MAG has received requests from the City of Peoria and the Town of Buckeye to add three projects to the Federal functional classification system. The City of Peoria is requesting that the Agua Fria truck reliever route from 112th Avenue/Rose Garden Lane to 107th Avenue/Pinnacle Peak Road and Butler Road are classified as Major Collectors. On March 29, 2010, the Transportation Review Committee (TRC) recommended approval of the request. Since the TRC took action, the Town of Buckeye requested that Airport Road from Interstate 10 to Yuma Road be classified as a Rural Minor Arterial. The classification requests are necessary for the ARRA/STP funded projects to proceed. The Management Committee recommended approval of the classification requests.

5J. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan - 2007 Update. The amendment and administrative modification involve several projects, including project additions and changes from the Arizona Department of Transportation on Interstate-10, Interstate-17, Loop 303, State Route 85, and Loop 101, and a change from the City of Mesa to a bicycle/pedestrian project. The amendment and administrative modification also include a series of adjustments to Chandler, Maricopa County, Peoria, and Scottsdale projects affecting the MAG Arterial Life Cycle Program. In addition, the amendment and administrative modification include project additions and changes for FY 2009 and FY 2010, which are required to reconcile federal transit funding and establish a zero balance of unprogrammed transit funds in the approved TIP. The amendment and administrative modification also includes new TIP projects that are potential candidates for ARRA (American Recovery and Reinvestment Act) bid savings funds. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. This item was on the agenda for consultation.

6A. FY 2010 MAG Mid-Phase Public Input Opportunity

Jason Stephens, MAG Public Involvement Planner, provided the Regional Council with an update of MAG's transportation public involvement efforts for the Mid-Phase in FY 2010. He stated that MAG

has an adopted, four-phase public involvement process for transportation planning and programming in the region: the Early Phase, which generally occurs in Early Fall; Mid-Phase, which is the current phase; the Final Phase, which will occur in late summer; and continuous involvement, in which MAG provides input opportunities throughout the year.

Mr. Stephens reported that MAG provided and participated in a number of events during FY 2010. He stated that MAG staff provided presentations, hosted booths, gathered input and distributed information to event goers, and partnered with ADOT, Valley Metro, METRO and the City of Phoenix public transit department. Mr. Stephens stated that the Mid-Phase culminated in a public hearing on March 19, 2010. He said that MAG retained a court reporter who took down comments verbatim. These comments, which received formal staff responses, are part of the Mid-Phase Report. Mr. Stephens displayed a list of the comments and questions received, which were predominately transit focused. He noted that this item was on the agenda for information and discussion.

Chair Neely thanked Mr. Stephens for his report. No questions from the Council were noted.

6B. Approval of the Draft FY 2011-2015 MAG Transportation Improvement Program - Listing of Projects for an Air Quality Conformity Analysis

Roger Herzog, MAG Senior Project Manager, reported that the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires that MAG have an approved five year Transportation Improvement Program (TIP), which is a guide to transportation investments within the region. Mr. Herzog stated that the TIP includes all federally funded projects, all regionally significant projects (regardless of funding source), provides project detail (design concept and scope) to permit air quality analysis, and is updated at least every four years. He remarked that local projects like residential streets are not in the MAG TIP.

Mr. Herzog stated that the FY 2011-2015 MAG TIP includes more than 1,000 projects. He reported that funding for these projects total approximately \$6.9 billion and includes a variety of federal, state, regional, and local funding sources. Mr. Herzog stated that street and highway projects represent the largest allocation of funding: approximately \$5.6 billion. He said that transit projects total about \$1.3 billion, and he noted that transit operating costs were not represented in this amount.

Mr. Herzog noted that two projects (HOV lanes on Loop 101 and HOV lanes on Loop 202) were approved by the MAG Regional Council in January in anticipation of additional stimulus funding being received, which has so far, not been forthcoming. He reported that other funding was identified in February as being available for the Loop 202 project in 2010 and now other funding for the HOV project on Loop 101 is also available and it similarly can proceed in FY 2010. Mr. Herzog noted that the projects will not be listed in the FY 2011-2015 TIP because they will be going forward in FY 2010.

Mr. Smith clarified that both projects were run through a conformity analysis because additional stimulus funds were anticipated. Because there were no additional stimulus funds, staff found that the southeast valley route could be done in the existing TIP and the northwest project could be done in the new TIP. He said that what Mr. Herzog was saying is that both projects could now be done in the current TIP.



Mayor Dunn asked in terms of design, if the numbers were the same, and include not only the HOV lanes but also the lanes and intersections to connect to Loop 101 and I-10. Mr. Herzog replied that was correct. Mayor Dunn asked when the project would begin. Mr. Herzog replied that the process is going forward right now, and is a design build project.

Chair Neely commented that these two projects were approved because additional stimulus funds were expected and projects needed to be ready to proceed to utilize the stimulus funds. She said that no stimulus funds were provided by Congress, but there are now other funds available for these projects. Chair Neely asked what projects would be ready if additional stimulus funds came to MAG. Eric Anderson, MAG Transportation Director, replied that they do not know what will happen with Congress or stimulus funds. He explained that these two projects are ready to go right now and cash flow was identified that could be used toward the projects. Mr. Anderson stated that with the Loop 101 HOV project, ADOT closed out some right of way on a section of Loop 303 and I-17 and \$60 million was rolled back into the program. He added that the projects would be eligible for stimulus funds if the funds became available in the next 90 days or so. In addition, there are Loop 303 projects that are federally eligible and could utilize stimulus funds. Mr. Anderson commented that with the economic situation, they felt it would be beneficial to get these projects out the door.

Chair Neely stated that MAG received direction from ADOT to identify projects that could move quickly. She said that she wanted to ensure that there were projects that could move quickly if additional funding became available. Mr. Anderson replied that if additional stimulus funds are received, MAG has projects ready to proceed in 90 days. He said that they anticipated action on another round of stimulus funds by the Senate by the end of January, but things did not go as planned – the health care bill was taken up and the Jobs for Main Street bill is dead in the Senate.

Chair Neely noted that these two projects provide equality between the east and west valleys.

Mr. Herzog reviewed the FY 2011-2015 TIP schedule: draft listing of projects (March); Mid-Phase public hearing (March); Transportation Review Committee recommendation (March); Management Committee recommendation (April); Transportation Policy Committee recommendation (April); Regional Council approval (April); Conformity Analysis conducted (May); Final Phase public hearing (June); and TIP consideration for adoption (July).

Chair Neely thanked Mr. Herzog for his report. She noted that no public comment cards had been received.

Mayor Hallman moved approval of the Draft FY 2011-2015 MAG Transportation Improvement Program - Listing of Projects for an air quality conformity analysis. Mr. Arnett seconded, and the motion passed unanimously.

6C. Approval of the Draft MAG Regional Transportation Plan - 2010 Update for an Air Quality Conformity Analysis

Mr. Herzog then continued with the next agenda item, which was to consider a recommendation to approve the draft MAG Regional Transportation Plan - 2010 Update for an air quality conformity

analysis. He said that the Update includes major modes and other transportation programs. Mr. Herzog stated that major update factors include extending the plan through FY 2031, the reduction in revenue brought about by the recession, and revisions to modal programs.

Mr. Herzog stated that the planning period for the RTP 2010 Update extends the planning period from FY 2011 through FY 2031 to meet the federal requirement of at least 20 years. He said the RTP generally has been divided into five-year phases: Phase I, FY 2006 through FY 2010 (what has been accomplished); Phase II is FY 2011 through FY 2015; Phase III is FY 2016 through FY 2020; Phase IV is FY 2021 through FY 2025; and Phase V is FY 2026 through FY 2031.

Mr. Herzog stated that a variety of financial resources are devoted to implementing the RTP. He indicated that major sources include federal, state and countywide revenues dedicated to the MAG region. Mr. Herzog explained that a total of \$58.8 billion in funding was reported in the RTP and listed in year-of-expenditure dollars. Mr. Herzog reported \$29.3 billion in local/other funds and \$29.5 billion in regional funds had been identified in the RTP. He explained that regional funds comprised MAG federal highway funds (\$3 billion), MAG federal transit funds (\$3.1 billion), half-cent sales tax funds (\$15.7 billion), and ADOT funds (\$7.6 billion). Mr. Herzog displayed a chart of the lower revenue projections for the 2010 Update and noted that the half cent sales tax forecast has decreased by approximately 25 percent and ADOT funds by about 12 percent from the 2007 Update.

Mr. Herzog discussed the major modal programs addressed in the RTP. He reported that revisions to the highway/freeway, arterial, and transit life cycle programs had been required due to lower revenue projections. He stated the adjustments to the life cycle programs were discussed extensively and conducted cooperatively between MAG, METRO, RPTA and the regional member agencies. He announced that currently all life cycle programs were fiscally balanced. Mr. Herzog displayed a series of maps indicating the phasing of projects in the life cycle programs. Mr. Herzog noted that three freeway projects (I-10/Loop 101-HOV ramps, I-17/Loop 101-HOV ramps, and I-10/SR-51 to 32nd Street local/express lanes) and two bus routes (Litchfield Road Supergrid and Chandler Boulevard LINK), were moved into the illustrative projects category. In addition, he stated that leading up to Regional Council consideration of the RTP for a conformity analysis, the freeway cost/revenue cash flow was analyzed and there were some adjustments to project phases to meet cash flow requirements, with no effects on overall corridor priorities. He noted that these adjustments were reflected in the material provided at the beginning of the meeting. Mr. Herzog indicated that the approval schedule for the 2010 Update follows the same schedule as that for the TIP.

Mr. Herzog stated the item was on the agenda for action to recommend approval of the Draft MAG Regional Transportation Plan - 2010 Update for an air quality conformity analysis.

Chair Neely thanked Mr. Herzog for his report. She noted that no public comment cards had been received. Chair Neely asked members if they had questions.

Mayor Cavanaugh asked if that agreement to move from a 20 year to a 25 year plan. Mr. Herzog replied that Mayor Cavanaugh was correct; the Plan was being extended through 2031. He added that having a 20-year planning horizon for a long range plan is a federal requirement and this adds five years to the original Proposition 400 package.

With no further discussion, Mayor Hallman moved approval of the Draft MAG Regional Transportation Plan - 2010 Update for an air quality conformity analysis. Councilmember Esser seconded, and the motion passed unanimously.

7. Interstate 11 Proposal Update

Bob Hazlett, MAG Senior Engineer, provided a report on the potential Interstate 11 that could connect Phoenix to Las Vegas. Mr. Hazlett noted that this is a long range effort, and is outside the Regional Transportation Plan. He noted that current planning efforts focus on the Regional Transportation Plan (RTP) and the projects funded by Proposition 400. Mr. Hazlett stated that the Interstate 11 corridor has not received a designation as an interstate from Congress, and no funding is available for the highway.

Mr. Hazlett discussed freight movements. He stated that he went around the state while he was the project manager for the Statewide Mobility Reconnaissance Study in 2007 and 2008. He noted that the movement of freight and goods was on everyone's mind. Mr. Hazlett noted that one-third of the nation's freight passes through Arizona, which makes it a strategic and important location for moving freight. He pointed out freight routes and said that they tie in to the ports in Mexico. Mr. Hazlett commented that freight and goods movement is the future of the country and is expected to increase as the population grows.

Mr. Hazlett stated that freight is highways, railroads, and waterways. He stated that Arizona has a lot of through freight, Colorado has a lesser amount, and California and Texas have virtually none, which all goes back to the ports and how they are able to ship goods. Mr. Hazlett displayed a chart that showed the rankings of ports in the world and United States. He noted that the Los Angeles/Long Beach port is fifth largest in the world and first in the United States. Mr. Hazlett added that ports in the east do not ship as many goods because they have problems with dredging. He stated that the Long Beach port is almost at capacity and this has led to discussion of a port at Punta Colonet, which when it opens is expected to handle one million TEU containers and is projected to handle six million TEU containers.

Mr. Hazlett stated that if the Punta Colonet port connected through Phoenix, one day could be saved in shipping time from China to the West Coast. He said that Arizona is unique due to its location by Punta Colonet and Guaymas and is nearby two class one railroads – the Union Pacific and the Burlington Northern Santa Fe – to make the ports viable. Mr. Hazlett commented that this makes Phoenix ideal. He stated that the Hassayampa Framework Study recommended another rail corridor be established, and when Interstate 11 is added, a greater ability for freight movements becomes evident and means more jobs and economic security for Arizona.

Mr. Hazlett stated that in 2008, the Regional Council accepted the Hassayampa Framework Study. He said that the Study identified an opportunity to connect the Union Pacific line to the BNSF line in the Hassayampa Valley. Mr. Hazlett stated that this corridor generally follows the Hassayampa freeway corridor and could potentially link these two class one railroads together.

Mr. Smith stated there is the potential for the donation of right of way if Interstate 11 becomes designated before land prices rise.

Mayor Hallman stated that this is a prime example of why we need a change in vocabulary. He remarked that these corridors should be called multi use corridors; they are not just for moving freight, they also provide the opportunity for high speed rail and commuter rail. Mayor Hallman encouraged leveraging each as a corridor that could provide all of the solutions in the future and there will not be a fight to regain one capacity or another in a corridor.

Mr. Hazlett said that the Hassayampa Framework Study identified surface transportation and rail as modes along the Hassayampa corridor. He added that a number of people in the development community would like to advance this corridor as soon as possible especially with low land prices.

Mayor Hallman stated that CANAMEX in the early 1990s contemplated corridors as multi use.

Mr. Smith stated that another resource is the public private partnership law. He said that for the Wellton branch, there is a potential for the donation of right of way in the Hassayampa corridor, and perhaps could be put together in a package.

Mayor Hallman commented that the former rail corridor to Chandler could be brought forward and discussed with the Gila River Indian Community.

Mayor Cavanaugh asked the condition of the rail in the Hassayampa corridor. Mr. Hazlett replied that currently, rail does not exist on that corridor. He explained that this was identified to be part of the Hassayampa freeway corridor connection from Wickenburg to the Palo Verde area. Mr. Hazlett continued that the Wellton branch that is actually the Union Pacific rail line goes to Palo Verde, which is its end of line. He reported that the Palo Verde to Wellton line has been out of commission for a number of years, and he understood that the Commerce Commission said they could reactivate it, but the Union Pacific company indicated it would cost a lot of money due to the flooding that washed out part of the track in the 1980s.

Mayor Cavanaugh recalled a briefing a number of years ago regarding a connection of the Union Pacific and the BNSF. Mr. Hazlett replied that there was discussion that the 303 corridor would have that connection, but did not progress. He stated that you would have to go downtown and back out again to make that connection.

Mayor Hallman departed the Regional Council meeting for another meeting.

Mr. Hazlett stated that when the interstate system was formed in 1956, the region that included Phoenix, Tucson, Las Vegas and Reno represented 700,000 people, and today represents about eight million. He stated that new corridors have been added, but mostly in the eastern United States, and recently through TEA-21 and SAFETEA-LU legislation. Mr. Hazlett said that most new interstates have been designated to support goods movement, and among them is the largest route, I-69, from Indiana to Laredo, Texas. Mr. Hazlett stated that no new interstates have been established recently in the West. Mr. Hazlett noted how the Interstate 11 would be a natural fit for goods movement in the area.

Mr. Hazlett then addressed if Interstate 11 was constructed and the remaining issues between the MAG region and Las Vegas for such a highway. He said that the Boulder City Bypass has received

environmental clearance, US-93 is being widened to a four-lane and potentially to an interstate facility, and the bridge over Hoover Dam will be complete in December 2010, all key components for an Interstate 11 route. Mr. Hazlett stated that the extension into Phoenix metro area still would need to be determined, and this is where the region's Hassayampa and Hidden Valley framework studies, accepted by the Regional Council, would be useful. He said that some have suggested that the Hassayampa freeway might be the logical route.

Mr. Hazlett stated that an Interstate 11 coalition of public and private sector representatives, called CAN-DO, chaired by Mary Peters, has been working with the offices of Senator Barbara Boxer and Senator Imhoff to move toward a designation as an Interstate. He added that some of this work will be continued in the proposed Freight Framework Study if it is approved in the FY 2011 MAG Work Program.

Chair Neely thanked Mr. Hazlett for his presentation and asked members if they had questions.

Mayor Lewis asked if the designation of Interstate 11 is the critical starting point. Mr. Hazlett replied that was correct. He said that CAN-DO is working toward the interstate designation, and once the designation is in place, future reauthorizations would put Interstate 11 in a good position to receive funding.

Mayor Lewis asked if the Freight Framework Study would be an essential component for Interstate 11 receiving designation. Mr. Hazlett replied that an interstate designation requires an act of Congress. He said that CAN-DO is working with Senator Kyl's office and the aforementioned senators' offices on moving forward the designation and identifying this corridor as a high priority for the nation. Mr. Hazlett stated that I-69 from Laredo, Texas, to Indianapolis, Indiana, was designated without funding, but it was positioned for funding when TEA-21 and SAFETEA-LU came along.

Mayor Lewis asked if the Regional Council could provide any assistance. Mr. Smith suggested that members have contact with the Congressional delegation. He noted that these are important freight connections and there is talk that freight and freight corridors will be important elements of reauthorization. Mr. Smith stated that this is about diversifying the economy and the job base in this region needs to change to be successful. He stated that Mr. Hazlett participated in a videoconference at Carson City, Nevada, and they are very interested in his work.

Mayor Lewis asked if Senator Kyl should be the primary contact. Mr. Hazlett replied that CAN-DO has been working with Senator Kyl and the other Arizona congressional leaders, and he believed they are aware of the benefits of Interstate 11.

Chair Neely stated that CAN-DO is also working with Senator Reid.

Mr. Smith stated that there is concern for earmarks, but this is a designation of a route, not an earmark, and has no funding attached.

Mayor Cavanaugh asked when the last interstate was designated. Mr. Hazlett replied that the last interstate designations were I-14 in the south as a reliever to I-20, and the interstate from Augusta to

Knoxville, both designated in the 1990s. Mayor Cavanaugh commented that designations were not a common occurrence. Mr. Hazlett replied that was correct.

Mr. Arnett asked if there had been conversations about routes going in and out of Tucson and if so, why the routes were not on the maps. Mr. Hazlett replied that the statewide framework shows a corridor that extends from Casa Grande to Sahuarita around I-19 and rejoins to I-10. He said that continuing I-11 to Tucson is a possibility and nothing says it has to end in this region. Mr. Hazlett added that there was even discussion about continuing Interstate 11 to New Mexico and adding further relief to I-10. Mr. Arnett asked if discussions were taking place with Tucson regarding other routes. Mr. Hazlett replied yes.

Mr. Smith referenced a presentation given at the JPAC meeting by the Arizona Mexico Commission regarding its work with ADOT on ports of entry. He indicated that the presentation included a prediction that traffic from Mexico coming up toward Tucson would increase four-fold. Mr. Smith advised that there is only one corridor to handle this traffic and only one freeway in Tucson, which already has issues.

Mr. Arnett indicated that he was not aware of ADOT's plans, but would take a look at them.

Mr. Zubia stated that he felt that funding will be a critical element to moving their ideas forward. He said that congress is considering mode neutral funding.

Chair Neely requested that additional comments could be provided to Mr. Smith or Mr. Hazlett.

9. Exceptional Events and Data Collection in the Vicinity of the West 43rd Avenue Monitor

This agenda item was taken out of order.

Lindy Bauer, MAG Environmental Division Director, reported that the Environmental Protection Agency (EPA) has been reviewing the Arizona Department of Environmental Quality (ADEQ) exceptional events documentation and has questioned four high wind exceedances that occurred at the West 43rd Avenue monitor in 2008. She noted that exceptional events are circumstances beyond our control, such as dust storms, high winds, and fires. Ms. Bauer advised that if EPA does not concur with the exceptional events, these four exceedances would count as a violation at the West 43rd Avenue monitor and the region would not have its first year of clean data at the monitors. Ms. Bauer remarked that the consultant (Sierra Research) and MAG staff have been providing support to ADEQ regarding the exceptional events documentation.

Ms. Bauer stated that MAG submitted the Five Percent Plan for PM-10 to the EPA two years ago. She explained that a five percent reduction per year was required until the standard was attained. Ms. Bauer noted that clean data at the monitors for 2008, 2009 and 2010 were needed for EPA to say the standard was attained. Ms. Bauer advised that EPA still has not taken action on the Plan, which they were supposed to do by June 30, 2009. She said that the Center for Law in the Public Interest filed a lawsuit in December 2009 that asked the court to force the EPA to take action. Ms. Bauer added that EPA is currently in negotiations with the Center and the timeline is uncertain. She informed the Committee that

the WildEarth Guardians recently filed a notice of intent to file a lawsuit against EPA for the same reasons as the Center.

Ms. Bauer stated that any EPA disapproval of the Plan, whole or in part, could trigger sanctions: the loss of federal funds, a federal implementation plan, tighter controls of industry, and puts the \$7 billion MAG TIP at risk for a conformity lapse.

Ms. Bauer stated that MAG closely tracks the monitoring data and ADEQ assured MAG it was in great shape because of the exceptional events. Ms. Bauer added that there have been no exceedances at the monitors in 2010. She explained that EPA's concern about the four exceedance days centers around the concentrations at the West 43rd Avenue monitor that are higher than the concentration at two other nearby monitors that are downwind.

Ms. Bauer then addressed the work done to prove to EPA these are exceptional events. She said MAG staff believe that surface roughness is a major contributing factor and she displayed a map that represented the winds coming from the west and southwest direction to the West 43rd Avenue monitor, which is the point where all the wind lines converge on the map. She said that on high wind days the winds travel over very smooth terrain, picking up dust particles. The winds then hit the West 43rd Avenue monitor at high speed – lots of dust and lots of concentration. When the winds are past the West 43rd Avenue monitor, they encounter the urbanized area that contains buildings, which slow down the wind, the particles drop out, and by the time they reach the other two monitors downwind the concentrations are lower.

Ms. Bauer then displayed the next map that showed the friction velocity, which is the wind speed at which dust particles become airborne. She advised that wind at only 13 miles per hour in a river terrain can pick up dust, and they feel this is a very important factor.

Ms. Bauer stated that they next had to prove to the EPA that the high winds were unusual for this area. She indicated that they plotted wind speeds and PM-10 concentrations and found that when the wind increases so do the PM-10 concentrations. She said that the next step was to prove historically that the high winds were unusual. The consultant analyzed 1,078 wind observations and found that the winds at the West 43rd Avenue monitor were in the 99.7 percentile, which are unusually high winds. Ms. Bauer stated that staff feel that these factors are strong support that these are exceptional events.

Ms. Bauer stated that MAG is undertaking data collection in the vicinity of the West 43rd Avenue monitor. She explained that this is a cooperative effort with ADEQ, ASU, EPA, and the Maricopa County Air Quality Department. Ms. Bauer stated that the study will identify sources contributing to elevated PM-10 levels at the West 43rd Avenue monitor under windy conditions, including nearby sources, unique soil conditions, and transport from outside the area. Ms. Bauer expressed that staff think that the study will also assist with future exceptional events documentation.

Ms. Bauer stated that the study will include five temporary monitors, aerosol samplers that collect data quickly, digital cameras, and a soil sampling component. She pointed out the locations of the five temporary monitors, the West 43rd Avenue monitor, and the back wind trajectories on a map. Ms. Bauer noted that the study will look at the concentrations in between the temporary monitors. They

should be able to determine the cause of the increases by the completion of the study anticipated that is anticipated in July 2010.

Ms. Bauer stated that the City of Phoenix Rio Salado Oeste Environmental Restoration project holds a lot of promise as a permanent long-term solution for stabilization of the Salt River area where the West 43rd Avenue monitor is located. She described the Rio Salado project as a 1,400 acre, environmental restoration project that includes flood control improvements and wildlife habitat. Ms. Bauer stated that the City received the 404 permit in December 2009, and the City is seeking funding for the project. She showed a map of the project and noted that the West 43rd Avenue monitor is close to where they will be digging the low flow channel to reach the water. When completed it holds a great deal of promise.

Chair Neely expressed that she was enthusiastic about the Rio Salado Oeste Environmental Restoration project and she felt that this was a move in the right direction. She asked members if they had any questions.

Mayor Cavanaugh asked if the EPA had a reason for not taking action on the Plan and if there was a timeline to expect action. Ms. Bauer replied that historically, the EPA is very slow to take action due to lawsuits that begin when it does take action. She added that there is no timeline; the EPA indicated that negotiations with the Arizona Center for Law in the Public Interest are ongoing, but are confidential.

#### 8. Additional Information on the Transit Framework Study

Kevin Wallace, MAG Transit Planning Project Manager, stated that the MAG Regional Council accepted the Regional Transit Framework Study on March 31, 2010. He said that at the meeting, members requested additional information on the financial implications of the recent elimination of the Local Transportation Assistance Fund (LTAF) program and whether the peer regions evaluated as part of the study process have regional funding sources that expire after a set period of time.

Mr. Wallace stated that in March 2010 LTAF was repealed permanently by the Legislature. He explained that LTAF consists of two pots of money: LTAF, which represented \$23 million statewide, of which the FY 2010 distribution was to have been more than \$12 million to MAG region, and LTAF II, of which the FY 2010 distribution was to have been \$5.5 million to MAG region. Mr. Wallace stated that LTAF II was capped statewide at \$18 million annually, of which \$10.7 million would be distributed to the MAG region and could grow larger.

Mr. Wallace stated that the Regional Transit Framework base scenario represented \$14 billion in transit investments and the three scenarios for additional services ranged from \$2 billion to \$21.5 billion. He explained that the impacts of the reduction in LTAF revenue (\$400 million), the public transportation fund (\$1.1 billion), and local funding to 2030.

Mr. Wallace then addressed the regional funding sources of the peer regions. He said that each region has a unique set of funding mechanisms; several regions have perpetual funding sources for transit operations and some regions have very long durations for tax measures, for example, Atlanta to 2047 and San Diego to 2048. Mr. Wallace stated that in contrast, Propositions 300 and 400 in the MAG region were structured to sunset after 20 years. He reported that Dallas, Denver, Salt Lake City, and



Seattle have perpetual tax measures for transit operations, and when Seattle's construction is completed the sales tax continues to fund ongoing operating expenses.

Mr. Wallace stated that the next step in the Transit Framework Study could be to establish a Regional Transit Foundation to examine policy issues, evaluate the funding implications of revenue shortfalls, consider long-term implications of regional funding sources for transit operating costs after the construction program has been completed.

Chair Neely thanked Mr. Wallace for his report. No questions from the Council were noted.

10. Nominating Committee

Each April, the Chair of the Regional Council appoints a five-member Nominating Committee from the Regional Council. According to the Nominating Process, revised by the Regional Council in April 2002, the Nominating Committee develops a slate of seven candidates. These candidates include a Chair, Vice Chair, Treasurer, the Past Chair, and three members at-large. If the Past Chair is not a current member of the Council, the Nominating Committee nominates an additional at-large member. The past Chair of the Regional Council, if still a current member, serves as Chair of the Nominating Committee. The Nominating Committee is required to provide a balanced slate of officers. The slate of nominations is forwarded to all of the Regional Council members at least two weeks prior to the annual meeting in June. A report on the members of the Nominating Committee will be provided at the Regional Council meeting.

Chair Neely noted that a memorandum regarding the appointment of the members of the Nominating Committee was at each place. She expressed her appreciation to those who have agreed to serve on the Nominating Committee. Chair Neely stated that members of the Nominating Committee include Mayor James Cavanaugh as Chair; Mayor Jackie Meck, Town of Buckeye; Councilmember Dick Esser, Town of Cave Creek; Mayor John Lewis, Town of Gilbert; and Mayor Elaine Scruggs, City of Glendale. She requested that those interesting in serving on the Executive Committee to contact Mayor Cavanaugh or one of the Committee members.

11. Development of the Fiscal Year 2011 MAG Unified Planning Work Program and Annual Budget

Becky Kimbrough, MAG Fiscal Services Manager, stated that the development of the MAG Unified Planning Work Program and Annual Budget begins in January of each year. The Work Program is reviewed in April by the federal agencies and approved by the Regional Council in May. She advised that due to the uncertainty of economic conditions, the MAG Dues and Assessments were reduced by fifty percent in FY 2010, and staff is proposing to continue with the overall reduction in FY 2011.

Ms. Kimbrough said that building improvements were included to address MAG's office space needs in place of the regional office center project that was deferred. Ms. Kimbrough stated that MAG is requesting additional staff positions for FY 2011: four positions related to the growing needs in database and modeling work, a manager for the Regional Community Network Program for the last four months of the fiscal year, and a meeting room support position at mid-year for the second floor, which is based on the timing of the floor renovation.

Ms. Kimbrough stated that at the January 19, 2010, Regional Council Executive Committee meeting, staff was directed to initiate a compensation study and report back on the results in 60 days. She said that an independent compensation study was performed by Public Sector Personnel Consultants and presented to the MAG Executive Committee at the March 10, 2010, meeting. Ms. Kimbrough reported that the study found that 50 percent of MAG salaries studied trailed the market and one of the recommendations was for MAG to make adjustments to better align MAG's salaries, especially for critical MAG staff positions. Ms. Kimbrough stated that the MAG Executive Committee also requested a recommendation from the Executive Director regarding the proposed budget for salaries for FY 2011, and in response, the Executive Director recommended that a five percent increase be included for FY 2011 budgeted salaries and that any increases to individual MAG salaries be performance based. She indicated that the draft budget for FY 2011 reflects a proposed five percent increase in staff salaries, and added that the critical staff who received adjustments are not included in the proposed increase.

Ms. Kimbrough stated that the Federal Highway Administration paid one-half of the costs for the Census 2010 media buys.

Ms. Kimbrough noted that the Specifications and Details Committee informed MAG that each agency purchases a subscription to the American Society for Testing Materials for a construction standards database. She reported that MAG's intent is to include \$30,000 in the FY 2011 Work Program to purchase this subscription that member agencies will be able to access and that they will not have to purchase individual subscriptions.

Ms. Kimbrough stated that the Intermodal Planning Group meeting scheduled for April 29, 2010, is a review of the draft FY 2011 MAG budget by federal and state agencies and other related parties. She advised that comments from this meeting will be presented to the MAG committees in May.

## 12. Legislative Update

Patty Camacho, MAG Senior Policy Planner, provided an update on legislative issues of interest. She first addressed federal legislation by saying that the Local Jobs for America Act (House Resolution 4812) was developed by mayors, county officials and others throughout the country to provide \$75 billion over two years to local communities to hold off planned cuts or to hire back workers for local services who have been laid off because of tight budgets. Ms. Camacho stated that it also includes another \$25 billion to support a quarter of a million jobs in education, local law enforcement jobs and to hire or retain fire fighters. She reported that Representative George Miller of California sponsored the legislation and the bill is currently in the Education and Labor Committee, which he chairs.

Ms. Camacho stated that the Local Jobs for America Act funds would be distributed by the U.S. Department of Labor, with 30 percent going to states for distribution to smaller communities and 70 percent going directly to localities with at least 50,000 population. She indicated that the Department of Labor would allocate funds under a formula based on the weighting of population to ensure that more low-income communities and those facing higher unemployment are helped directly. Ms. Camacho reported that due to state and local governments fiscal issues, up to 50 percent of the funds could be used to retain workers in jobs that would otherwise be eliminated due to budget cuts. She stated that the bill

would not only help protect these jobs, but it would allow local governments to maintain and expand some services.

Ms. Camacho then reported on state legislation. She stated that the Regional Public Transportation Authority legislation, which was originally Senate Bill (SB) 1416, needed a “strike everything” bill due to the timing of the legislative process. Ms. Camacho stated that Representative Biggs agreed to sponsor the bill and place it as a strike everything amendment to Senate Bill 1063, the bison legislation. Ms. Camacho stated that the House Transportation and Infrastructure Committee unanimously passed the bill on April 8, 2010. She said that it was noted at the Committee meeting that the strike everything amendment did not reflect the modifications to SB 1416 that were mutually agreed upon by the working group consisting of MAG, RPTA, METRO and the City of Phoenix Public Transit Department. Ms. Camacho stated that in passing the strike everything amendment, it was noted by the Committee that a floor amendment would be prepared to make the necessary corrections. She advised that the corrections have been made and engrossed in the bill which passed the House and Senate and is now awaiting signature by the Governor.

Mr. Smith continued the report by saying that 15 major metro areas in the nation developed Transportation Reauthorization Principles in regard to how they would like reauthorization structured. Mr. Smith noted that a copy of the proposed principles was at each place: 1. Provide sufficient resources to meet the nation's transportation infrastructure needs, including significant new resources focused on improving mobility in the nation's metropolitan regions. The federal program should incentivize states and regions to raise and spend funds locally through a wide menu of options, including the ability to toll existing facilities and through public-private partnerships. 2. Create a vision for a federal role in transportation that includes a national freight policy with dedicated funding and corridors of national significance. 3. Reduce the number of program categories and make funding programs mode-neutral in order to provide maximum flexibility in solving regional problems. 4. Streamline the project development and delivery processes by building on the MPO planning process and creating direct links to NEPA and project development. 5. In major metropolitan areas, transportation plans should be developed in the context of comprehensive regional plans that include land use, housing, economic development, natural resources, energy and climate change, and promote livable communities. 6. Create a Metropolitan Mobility Program with funds that are in addition to existing funding programs. MPOs should have programming authority for these funds that would be allocated to large metropolitan areas. 7. Large MPOs shall also develop plans and programs for the newly established Freight Improvement Program, and Projects of National Significance. These funds should also be in addition to existing funding programs.

Mr. Smith stated the 15 major metro areas group is requesting agencies to support the principles and send a logo which will be applied to a letter they will send to the congressional leaders. He indicated that MAG staff reviewed the principles and they appear to be in line, with the exception of the section on tolling existing facilities under item #1, which is prohibited by Arizona state law. Mr. Smith added that Arizona law allows tolling on an existing facility only if it is being improved. Mr. Smith stated that they are requesting that MAG support the principles and provide a letter of support and the MAG logo. He stated that staff recommends approval.

Mr. Zubia moved approval and Mr. Arnett seconded. The motion passed unanimously.

13. Request for Future Agenda Items

Topics or issues of interest that the Regional Council would like to have considered for discussion at a future meeting will be requested.

Mayor Lewis stated that he was interested in receiving additional information on Amtrak service.

Councilmember Wolcott requested clarification of the role of RPTA now that MAG has adopted the transit agreement.

Mr. Smith advised that according to the MAG Committee Operating Policies and Procedures, requests for future agenda items at a Regional Council meeting will be considered by the Executive Committee for further direction.

Chair Neely requested that staff could brief Councilmember Wolcott about the planning roles that changed in the meantime.

14. Comments from the Council

An opportunity will be provided for Regional Council members to present a brief summary of current events. The Regional Council is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

No comments from the Council were noted.

15. Adjournment

There being no further business, Mayor Cavanaugh moved to adjourn, Mayor Dunn seconded, and the meeting adjourned at 6:40 p.m.

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Chair

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Secretary